IN THE SPECIFICATION

Please replace paragraph [0001] with the following amended paragraph:

[0001] The ~~present invention~~ field relates to an interior paneling or interior trim of a vehicle. In particular, the ~~present invention~~ field relates to an arrangement for an interior paneling, interior trim or lining of a cabin of an aircraft.

Please replace paragraph [0003] with the following amended paragraph:

[0003] The printed publication WO 00/75012 A1 discloses an aircraft fuselage insulation which is stated to be "fire-resistant". This printed publication discloses an insulation package which is arranged as primary insulation within a space situated between the interior panelling of the fuselage and the outer skin of the fuselage. In this arrangement that insulation package is protected in regions by a foil made of a fire-blocking material, wherein this foil region which acts in a fire-blocking way directly faces the outer skin of the fuselage (in the manner of a protective shield against fire). Furthermore, the printed publication proposes corresponding attachment elements for attaching the fuselage insulation, which elements mostly comprise ~~plastic(s)~~polymers,[[or]] for example, a ~~polyamide~~. In one example, the plastic is a polyamide.

Please replace paragraph [0005] with the following amended paragraph:

[0005] According to an exemplary embodiment, an arrangement of an interior panel of an aircraft passenger cabin is provided, with which a space enclosed by the interior panelling and an outer skin of an aircraft is ~~essentially~~ substantially filled.

Please replace paragraph [0007] with the following amended paragraph:

[0007] A honeycomb body on the end of the cross section of the honeycomb body may be supported by and/or glued to a cover layer supported above and below the honeycomb formation such that by means of a top-supported cover layer facing the passenger cabin, and a bottom-supported cover layer facing a space, and a honeycomb body sandwiched between the two cover layers, a layer design of the honeycomb panelling is created, which layer design may be arranged so as to extend substantially parallel to the outer skin and follow the curvature of the outer skin. This combination may comprise the following characteristics, according to which the honeycomb formation used may be made of paper- or aramide honeycombs or of a mixed combination of both honeycomb types, on whose cross section of the honeycomb body to both ends of the honeycomb bodies a CFK cover layer may be positioned, and/or further CFK insulation layers may be glued to the outer surface of the respective cover layer supported above and below the honeycomb formation.

Please replace paragraph [0018] with the following amended paragraph:

[0018] Fig. 6 the layer design of interior panelling (comprising an aramide honeycomb structure), which interior panelling (honeycomb panelling) is believed to be burn-through proof or is believed to have improved burn-through characteristics;[[;]]

Please replace paragraph [0026] with the following amended paragraph:

[0026] There are insulation systems which ~~essentially~~ substantially comprises a core material which is embedded in an insulation package, wherein the insulation package is enclosed by a plastic foil.

Please replace paragraph [0027] with the following amended paragraph:

[0027] A core- and insulation material that may be used comprises products of the ~~fibre~~ fiber industry, of which products in particular glass ~~fibre~~ fiber materials (glass wool) are in widespread use. This material meets the requirements regarding thermal and acoustic insulation to a very large extent. In order to install (attach) the relatively amorphous semi-finished products to (or near) the aircraft fuselage structure, the insulation package (which is made from these semi-finished products) is enclosed in an enclosing foil. As far as the application of such insulation systems in aircraft engineering is concerned, there are the following disadvantages: insulation systems, which comprise glass wool and single plastic foils are assumed to provide a burn-through time of less than sixty seconds which may be sufficient in some cases and which may be sufficient. In an assumed case of a fire, for example associated with an aircraft on the ground which has made an emergency landing, which case is shown in the enclosed Fig. 2 (thus) the so-called post-crash fire scenario, burning kerosene may eventually may cause the aluminium cell of the aircraft structure and also the fuselage insulation (interior insulation) of the aircraft to burn through. There may be a desire to extend the burn ~~trough~~ through time.

Please replace paragraph [0033] with the following amended paragraph:

[0033] For greater ease of understanding Fig. 2, it should be mentioned by way of an introduction – due to the overview provided – that the structural unit of the aircraft fuselage not only comprises stringers 31 with which all the panels of an outer skin 33 of an aircraft (fuselage) structure 8 are stiffened, but also comprises several ribs 32 which are arranged substantially perpendicular to the longitudinal axis 9 of the aircraft (approximately) at a distance c, and are attached to the stringer 31. Integrated in these ribs 32, on the unattached end is a (so-called) rib carrier 40 which continues on substantially parallel to the longitudinal

axis 9 of the aircraft, wherein the (unattached free) end of the rib carrier 40 (according to this embodiment) is angled substantially perpendicular to the longitudinal axis 9 of the aircraft.

Please replace paragraph [0037] with the following amended paragraph:

[0037] In order to illustrate the situations focused at and believed to be improved in accordance with the present invention, and to further explain an increase in fire protection safety by partitioning off spaces, which spaces include a space 19 enclosed by the outer skin 33 and by interior panelling 19 of the aircraft cabin 21, said space 19 being arranged substantially parallel at a defined distance (transversely to the longitudinal axis of the fuselage 9), (with reference to Fig. 3) a "fire situation" involving an aircraft after an emergency landing will be described in the following which is believed to allow a better understanding of the measures and features of the present invention. If, in the context of such a (hypothetical) fire situation, referred to as a "post-crash fire scenario" 7, one considers that an emergency situation for passengers and the aircrew will result in a fire in the fuselage, i.e. in the interior of the cabin in the case of an aircraft structure 8 (damaged from the outside) (with a defective outer skin 33) following external mechanical action and a resulting fire acting on the shown aircraft regions due to spillage and ignition of kerosene, then it becomes clear that fire-protection measures have to be provided if the (possibly injured) passengers and flight crew are all as quickly as possible to be evacuated from the passenger area or cabin area to the outside of the aircraft by way of the emergency slide, i.e., within sufficient time.

Please replace paragraph [0042] with the following amended paragraph:

[0042] In addition, [[said]] the insulation package 55 may comprise a hole-like leadthrough 60 which is substantially congruent with a threaded drill hole 59 drilled in a cover layer 30b (as shown in Figures 5 to 10) arranged in the insulation core material, provided the insulation package 55 is arranged on the bottom-supported outer surface of this cover layer 30b

or is aligned with a CFK-insulation layer 45 (possibly supported by said cover layer 30b. The insulation package 55 is attached with a burn-through-proof connection element 61, which for example comprises a ~~plastic~~ polymer of poor thermal conductivity of sufficient strength, or at least comprises such an enclosure, to said bottom-supported GFK cover layer 30b, which connection element 61 is fed through the hole-like leadthrough 60 and can be screwed into the threaded drill hole 59. With this connection element, the presented insulation package 55 will be attached to the interior panelling 20 or to the honeycomb panelling 22 of the interior panelling 20, which will be discussed in detail below.

Please replace paragraph [0051] with the following amended paragraph:

[0051] The solution according to Fig. 8 also uses honeycomb panelling 22 as shown in Fig. 4 and in addition a foil 11 which is arranged so as to rest flat against the outer surface of a GFK cover layer 44. This foil 11 comprises a fireproof foil material which renders the foil 11 ~~essentially~~ substantially burn-through proof. This foil 11 is glued onto said outer surface by means of a fireproof adhesive. This provided honeycomb panelling 22 too will meet the requirements for implementing effective preventative fire protection in aircraft construction.

Please replace paragraph [0061] with the following amended paragraph:

[0061] Returning to the first explained solution shown in Fig. 10, it should be added that this solution uses honeycomb panelling 22 as shown in Fig. 4, at whose bottom-supported cover layer 30b, which faces the space 19 and thus the outer skin 33 of the aircraft, panel-shaped insulation 56 is arranged, which comprises a burn-through-proof material, for example a CFK material, and is positioned so as to rest flat against said cover layer 30b. Said elongated insulation package 55, which is completely enclosed by the burn-through-proof foil 11, is adjacent to this insulation 56. The bottom-supported GFK cover layer 30b, and if applicable also a burn-through-proof CFK insulation layer (not shown in the Figures), which

CFK insulation layer is sandwiched in addition to the insulation 56 and the foil 11 and which is glued to the insulation 56 or to the outer foil surface of the foil 11, comprises/comprise a threaded drill hole 59 which extends substantially perpendicularly ~~perpendicular~~ to the surface of this GFK cover layer 30b. Furthermore, the insulation package 55 comprises a hole-like leadthrough 60 which is substantially congruently ~~congruent~~ to the threaded drill hole 59, provided the insulation package 55 is arranged on the outer surface of the bottom-supported GFK cover layer 30b, or the burn-through-proof CFK insulation layer 45.